

GRIMSBY CALLS FOR GOVERNMENT AID

GRIMSBY HAS quickly followed Hull in asking the Government for temporary financial aid. The future for the port is encouraging say the local vessel owners in a document sent to the Ministry, but the money is needed to face up to short term problems.

A financial boost from the Government would enable operators to wipe out port modernisation charges, and recalculate dock charges. It would also enable them to carry out work on freezer facilities which would allow 21 trawlers to be handled in-

stead of the present six.

The application for aid is keen to show that, despite a fall in the number of operational vessels and landings, Grimsby still has a vital role to fulfil within the industry, and is a prime candidate for any aid which may be given to one of the two Humber ports.

While there has been a swing to Grimsby by inshore boats—the vessel owners say that this has not yet been enough to counterbalance the decrease in landings from trawlers.

The situation has become critical because overheads at the port are having to be shared by a reduced number

of vessels and landings. The Government has been warned that without aid there could shortly be a further cut in the fleet, resulting in unemployment.

In hard terms, what the vessel owners want is for the cost of modernisation at the port carried out last year to be written off. Landings and ship dues should be

recalculated relevant to the amount of fish landed and the NRT of ships landing, equated to the 1976 level. They also want a directive made that the British Transport Docks Board stops seeking to substitute 20 per cent for 9 per cent as the rate of return on assets at Grimsby.

Grimsby has big advantages

Oil spill concern

SOUTHERN Sea Fisheries District Association says that its major local concern over the Amoco Cadiz catastrophe off France.

The committee's reports say the spill from the oil has been detected by fishermen working within three miles of the Dorset coast.

The report says that associations are giving

serious thought to methods for claiming compensation, should their members' earnings be affected.

Other incidents in the quarter was an oil spillage and an oil-contaminated bilge discharge at Portsmouth. Both were dealt with effectively.

Beamer to keep outside

MUDEFORD and other fishermen's Association has won its long fought battle to keep the beam trawler coming in close to the South Coast fishing grounds.

They have just won a verbal battle with the Ministry of Agriculture, Fisheries and Food has promised a new out a suitable bay to restrict the big trawling in their livelihood.

Mrs. Stella Sturt

secretary of the Mudford Association, says they planned but were asked by the Ministry for confirmation of the verbal promise to write.

Robert Adley, MP for Christchurch and Lymington said that on behalf of fishermen he was Fisheries Minister Sir Silkin to confirm the negotiations in writing.

April 21, 1978

Little time for a CFP decision

EEC FISHERIES Ministers will be meeting in Luxembourg next week to discuss the allocation of fish catch quotas in Norwegian, Faroese and Swedish waters.

Observers in Brussels think it highly unlikely that agreement will be reached.

At the time of going to press the European Commission still had not presented proposals for allocating the quotas which interest mainly the UK, Germany and France. This would leave national experts little time to study them before the council meeting.

John Silkin, who will be leading the British delegation in Luxembourg, is expected to keep to the same position as at the last council meeting.

He will say that the UK cannot accept any agreement on quota allocations in third country waters until the internal regime has been fixed.

This means that he is unlikely to accept even a provisional arrangement for 1978 on the grounds that it might harden into a permanent fixture.

British tactics are to block agreement on the quota

from our Brussels correspondent

The last fisheries council on April 3 lasted less than an hour—and it is expected that this next meeting may last a little longer.

Most of the participants are also agriculture ministers and they will be anxious to start on the three-day marathon EEC annual price review which follows immediately afterwards.

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British tactics are to block agreement on the quota

BOAT'S MATE, BOSUN DIE

TWO crew members of the Milford Haven trawler *Norrad Star* have been found dead within three days of each other. They were the vessel's bosun and mate.

The bosun was Alan Funge (43), a married man with a daughter of 12.

Norrad Star had put into Dublin to shelter from gales in the Irish Sea and tied up at the city's quay. Bosun Funge, along with some other crew members including Mate Jenkins, went ashore but Mr. Funge did not return.

His shipmates and Irish police carried out an all-night search without success and *Norrad Star* later sailed for Milford Haven. His body was found a fortnight later and his father, retired skipper Ted Funge (76), and Alan's eldest brother, Ted, travelled to Ireland to identify the body.

Police said no foul play was suspected—Mr. Funge having apparently accidentally fallen into the River Liffey while returning to the vessel.

Mr. Jenkins was found dead in bed the day after *Norrad Star* landed a catch at Milford Haven. He had held a skipper's ticket for many years and spent most of his career with *Norrad*. Mr. Jenkins leaves a son and daughter.

Skipper Jenkins sailed for many years in *Norrad Star* as mate when she was having a highly-successful run under Skipper George Rowlands.

Skipper Rowlands (81) was drowned in Milford docks as he tried to board the vessel to sleep during a extremely cold night.

Police said no foul play was suspected—Mr. Funge having

Slow kick-off for show in South America

THE FIRST major fishing exhibition staged in South America has failed to attract the attention hoped for. Nearly 100 exhibitors lined-up in Puerto Rico for *Expo Pesca Pan Americana '78*, which closed after a four-day run on April 8, but visitors were in short supply.

Around 500 people a day attended the show and a major disappointment was the lack of interest shown by neighbouring countries.

The British flag was kept flying at the exhibition by a 80-strong tour party of fishermen and their families, as well as two exhibitors: engine firm Mirreles-Blackstone and Bridon Fibres.

Mirreles-Blackstone, with its big engines looking way out of range of the local fishing requirements, managed to salvage something out of the show when a shipyard representative from Uruguay showed some strong interest.

A spokesman for Mirreles-Blackstone said that the local fleet is only just beginning to move up into the 60 ft. range. "Our participation at the show was something of a long term venture which we hope will pay off."

With electronics firms having something of a thin time at the show, manufacturers of processing equipment found themselves in the limelight. Cashing in on this attention was the Aberdeen firm of Intel Engineers, represented by its South American subsidiary.

Below: the tour party aboard one of Desco's production line produced GRP boats.

Main support for the exhibition came from joint venture tours organised by the Nova Scotia and British Columbia government departments in Canada. Maritime Hydraulics & Machinery Ltd. of Dartmouth was one of the six stands from Nova Scotia and took orders for over \$100,000 of hydraulic equipment for delivery to Puerto Rico.

Unknown

"The problem here is that they have never done any deepsea trawling or seen equipment of this weight before," explained Mr. W. A. Lindsey of Maritime Hydraulics. "Have you seen their steel boats here? They

are just floating wardrobes!" he said.

Gourcock Industries of Armadale, Nova Scotia, also received orders for lift nets used in fishing by lights for squid. On this stand, John Morton admitted: "We just cannot fetch out their method of fishing here."

This new exhibition, which will be held bi-annually, was organised by National Fishermen Expositions Inc. of the USA. General manager Bill Bower said: "It's our first time in a new market and we are excited. It could have been better, but it could have been worse."

Right: stands at the show in Puerto Rico. Visitors were few and far between.

Fishing in sun and shorts...

A PARTY of 60 British fishermen, wives and families have returned from a study tour of the fishing industry in Florida and a visit to *Expo Pesca '78* in Puerto Rico.

The tour was sponsored by the Scottish Fishermen's Federation and organised by Gremplan Fishing Tours. It included visits to boat-builders at St. Augustine, fish processing factories and research stations at St. Petersburg, on the Gulf Coast of Florida.

The party was also the guest of the Southern Offshore Fishing Association

and every Scottish society in Florida helped to entertain them.

"Terrific and great" was the summing up by Devon fisherman, Neil Vilas and David Kelly of Superb from Selcombe. They added them a lot about fishing."

They found that Florida fishermen were using outdated equipment and had a much easier way of life. Neil said: "We could teach them a few things. We could save a fortune in oilskins. All they need over there is a pair of shorts and sun-glasses."

The next tour will be to the United States for Fish Expo

'78 in Boston, followed by a visit to the Bahamas. This departs on Monday, October 23, and is sponsored by *Fishing News* and *Fishing News International*.

"It's not a patch on our own exhibition in Aberdeen," said Scots skipper, Walter Eessingwood of Norwood from Dunbar, as he wandered through the aptly named *Expo Pesca '78* exhibition.

"Great boats. Just right for their market, but not for the North Sea," said crewman David Fraser during a trial run on one of Desco's new 75 ft. GRP trawlers built at its Florida yard.

David, of *Boy Andrew II* from Wick, was at the yard which opened its doors to the tour party.

Desco Marine would disagree and claims an outstanding safety record for the boats it now exports worldwide. The company has been in business for over 35 years and has launched over 2,000 boats.

The firm is now acknowledged experts in GRP building and has been producing boats in 68 ft. and 75 ft. range for eight years. Boats are exported under their own power to Africa, India, Japan, New Zealand and Malaysia.

Some 15 boats each month are being produced on an assembly line system in wood and glassfibre—a total of 180 per year. And there is a 14-month waiting list.

Little wonder when a 68-foot boat costs under £100,000 complete with a 365 hp Caterpillar engine. Add electronics and the trawlers are still selling at well below UK costs.

The 75 ft. GRP trawler is built in three main sections—hull, deck and wheelhouse—then chemically joined.

The 68 ft. glassfibre trawler

has a wooden core (GRP) and wheelhouse and allows a variety of layout. Desco says: "We will change anything except the design."

Desco uses production techniques moving the hull forward with an overhead crane to launch within two weeks of starting. Flying takes a further four weeks and there are guaranteed delivery dates.

The fish hold, tanks, booms and outriggers are pre-fabricated in the yard and fitted into the hull as separate units. These techniques allow Desco to market at most highly competitive prices.

David Tait of Looe Hydraulics was impressed by the techniques. "This place is run just as efficiently as possible. Everything is like clockwork," he said.

"They are about 10 years behind us in the application of hydraulic equipment. They could have gained through our own experience."

He thought the way the British skipper, Walter Eessingwood, was ahead of their US counterparts.



SCARBOROUGH skipper, Bob Malpas, powered his way to another big grossing at Grimsby last week in his twin Gardner-engined *Pathfinder*. He pushed her earnings at the Humber port this year to over a massive £265,000.

Landing to Thomas Hamling's Grimsby subsidiary, A. E. Richardson & Co. Ltd., on Thursday last.

was, *Pathfinder* (above) earned £13,602 from a huge 498-kilogram which comprised largely cod, haddock and sea bass.

It was the fifth time *Pathfinder* had landed at Grimsby since January and the big catch was only a few kits down on the tally which brought her an earnings record over £18,000 late in March.

Editor: Harry Barrett
Assistant Editor: Ian Strutt
Scottish correspondent: Gloria Wilson
Advertisement Director: Fred Pursell
Advertisement Manager: Bill Barber
Managing Director: W. A. Cathles
110 FLEET STREET, LONDON EC4 2JL
Tel 01-553 6961. Telex 21877

fishing news

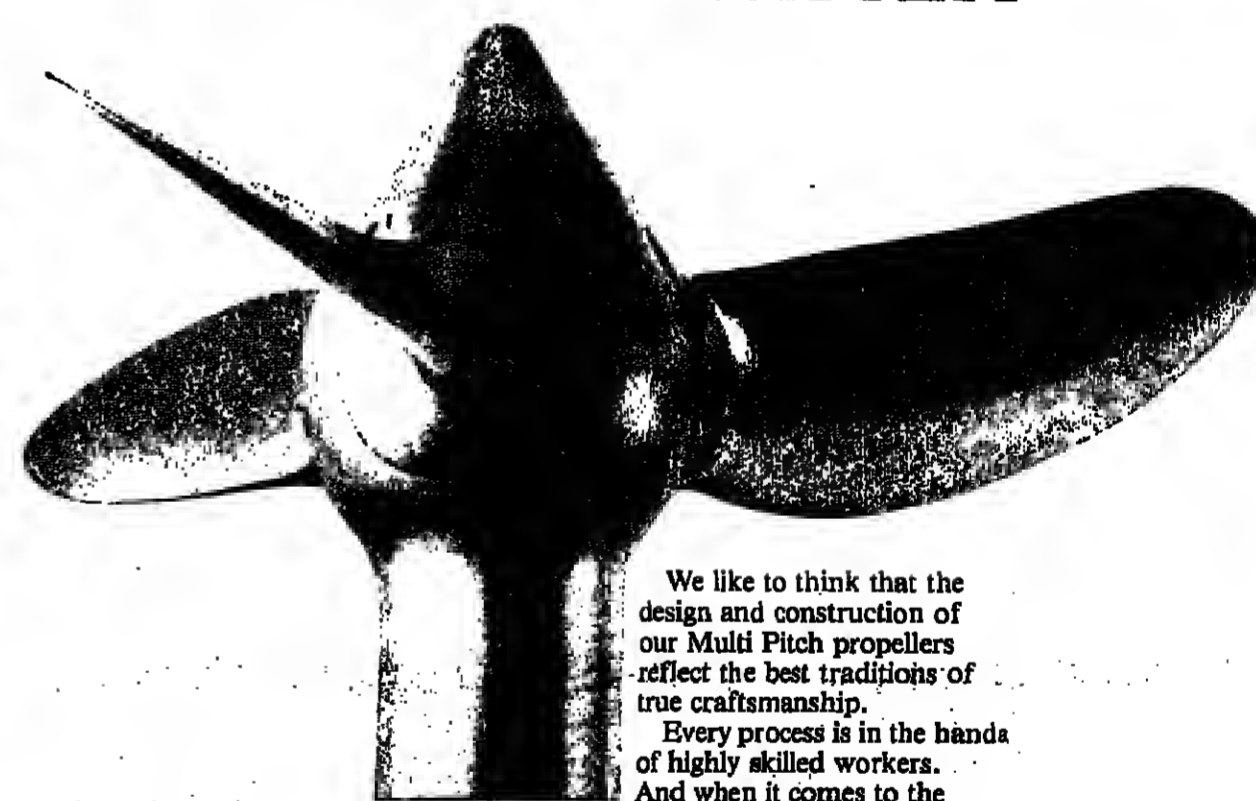
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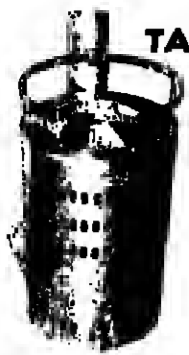
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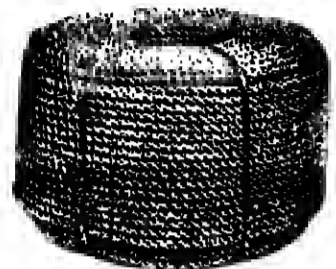


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PRAWN OR SHRIMP?

WHEN IS a prawn not a prawn? The answer is when it is a shrimp. This was the finding of magistrates at Haywards Heath, Sussex, last Friday. And it cost a firm a fine of £100 with £300 costs.

B. & A. Brittan, the East London fish processor, was prosecuted by the local trading standards officer who bought, as a routine sample, a carton of prawn salad in a Tesco store in Burgess Hill.

The public analyst who examined the sample decided that the shellfish in the salad were too small to be prawns and issued a certificate that they were shrimps and, therefore, that the product had a misleading label.

He was supported by the Labelling of Food Regulations 1972 which state that the native brown shrimp, *Crangon*, and the pink shrimp, *Pandalus montagui*, shall be called shrimps.



Apart from these two species, the differential naming of such crustaceans is to be based on the two words 'large' and 'small'. That is large specimens of particular species are to be called prawns and small ones, shrimps.

It is on the basis of this unscientific mish-mash, fostered on the industry in spite of protests from eminent authorities in the zoological and regulatory fields — and in contradiction of long-established trade practice — that Brittan was found guilty and fined £100 with £300 costs.

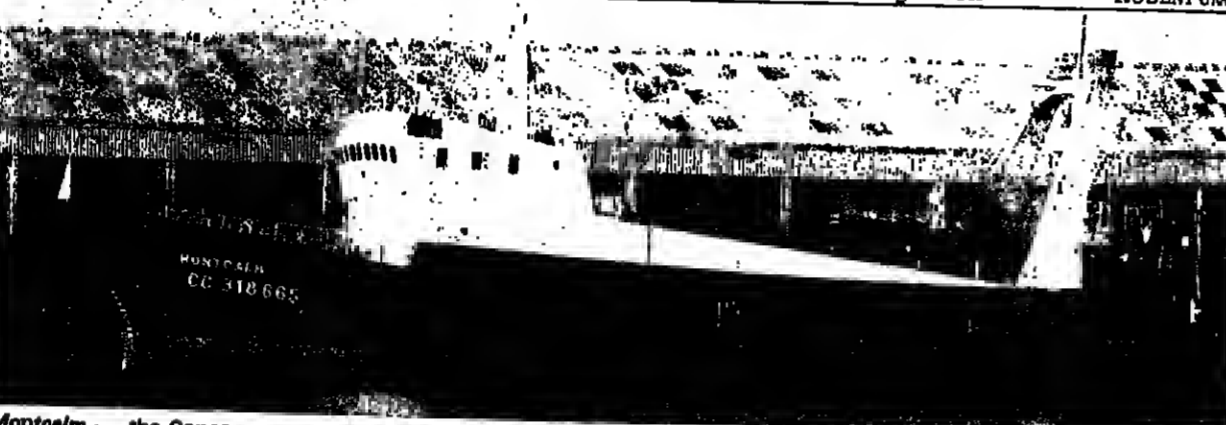
As one witness for the defence said: can there be any justice in a situation where no one can advise a manufacturer how to obey the law? Who can say what a trading standards officer, a public analyst or a bunch of magistrates will consider 'small'?

There is the further problem that these names are restricted to three genera. Where shall we find the person of sufficient foulhardiness who is prepared to enter the witness box and swear that the peeled tail meats of a crustacean, having been

cooked, immersed in mayonnaise, served with a particular sauce? In this case the public analyst certified that it was the sample not a prawn but was, legally, a shrimp. One wonders whether the court and council were aware of the number of genera of crustaceans that are available for importation and that taxonomy (the differential classification) is based on features relating to the whole fish.

There can be few examples of more unjust legislation than these regulations and the whole industry should support Brittan in his appeal. Not only are the importers of prawns put in jeopardy, but many a small trader, numerous traps for the house trader. All should combine to press for its amendment.

ROBERT GRAY



Montcalm — the Cornemou stern trawler — at Fleetwood last week. She just topped Boston Stirling.

French bag top two

TWO FRENCH stern trawlers making their first landings at Fleetwood topped the grossings list last week.

Top ship was the stern fisher *Aubisque* which landed 1,318 kits (including 115 of cod, 80 of pollack, 575 of haddock, 80 of whiting, 15 of cod, 15 of roker, 220 of dogs and 145 of ling) which sold for £32,807.

Later in the week the French stern trawler *Montcalm* arrived with 888 kits — including more than 500 of cod, 170 of haddock, 40 of whiting, 30 of cod, 35 of dogs and 65 of ling — to earn £27,808.

It was a disappointing week for the Fleetwood stern

trawler *Boston Stirling*, commanded by Skipper Bill Bridge. She landed the week's biggest catch, but only came third.

The vessel landed 1,572 kits — 10 of hake, 100 of cod, more than 800 of haddock, 300 of cod, 20 of roker and 65 of ling — for a disappointing £27,709.

On the same day there were different fortunes for the pocket trawler *Rosomonda* (Skipper Ken Beavers). She landed 484 kits — including 250 of cod, 100 of haddock, 20 of whiting and 50 of roker — for a grossing of £13,489. This was a record amount for a J. N. Ward and Son Ltd. vessel at the port.

Her catch was one of several good grossings by near water trawlers. On the same

day *London Town* (Skipper Alan Bodford) had more than 300 kits of cod in her total of 748 worth £17,834.

There was another sign of the times at the port with the last landing of the pocket trawler *Forwards* before she left for Portavogie, Northern Ireland.

The vessel is the fourth J. N. Ward pocket trawler to be

sold in recent months and, after her last voyage from the port, she caught 131 kits. The catch included 100 of cod and sold for £5,635.

Markets were by no means outstanding, with cod reaching a ceiling of around £40 a kit. Weather again is still only moderate demand for their fish.

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Scampi— plan a 'disaster'

THE COUNTRY'S valuable scampi industry is under threat because of a Common Market proposal, according to the newly-formed Shellfish Processors' Association.

The EEC plans to reduce the minimum size of the Norway lobster which ends up as scampi, but the Shellfish Processors' Association, which represents 93 per cent of shellfish processors in the UK with a labour force of over 4,000 people, says the effects would be "disastrous" for the industry.

The association has warned that catches would be greatly reduced and breaded scampi could be eliminated altogether.

Now it has lobbied MPs and written to John Silkin, Minister of Agriculture, Fisheries and Food, calling for a re-think.

Association secretary, Mr. G. L. Heckles, said: "We are extremely concerned and aggrieved that no prior consultation has taken place with the processing sector of the industry prior to the proposals being taken to Brussels. We are lodging the strongest possible objections."

The proposals to limit the size would spell disaster for many of our members and the effects to the Irish shellfish industry would be calamitous.

"Thousands of fishermen and processing staff would be thrown out of work with little chance of alternative employment because of the rural nature of the industries," he said.

Mr. Heckles, with other leading industry figures, is reaching out to the public to help them understand the scale of the problem.

Freezer man dies in dock

GRIMSBY fisherman Terence Taylor (39) drowned in Millford Docks last week despite an heroic bid by one of his shipmates to save him. Mr. Taylor died while returning to the freezer trawler *Goth* moored alongside the fish market.

His close friend, Norman Mackenzie who is *Goth's* mate, was with him as he tried to board the freezer, but fell into the water between the wall and the ship.

Mr. Mackenzie jumped fully clothed into the dock despite there being only a 3ft gap between the trawler and the wall.

He failed to find the dead man, but managed to pull himself from the water by a rope hanging from the docks wall.

Police docks sergeant, Stanley Roberts, had already been quickly on the scene.

Detective Constable Tony Edoo used a big lamp to sweep the water and Mr. Taylor's head and shoulders were spotted. A grappling hook was lowered and hooked into his clothing and he was held clear of the water.

PC Paddy Loam climbed down a rope ladder held manually by PC Elen and one of *Goth's* engineers. He then lowered himself waist deep into the water and managed to get a rope around Mr.

Taylor's body, allowing it to be hauled out of the water. Resuscitation efforts were fruitless.

A relative of Mr. Taylor, Edward Nash of Cleethorpes who travelled to Millford Haven, was full of praise for the heroic bid made to save him. He said he was also very touched by a collection made among the men employed in unloading Hull freezers at Millford Haven. He said: "They have given more than £200 for the family. The people of Millford Haven will always hold a special place in my heart."

There was a lucky escape for a Hull fisherman at the port. John Hunter, second engineer on the Hull freezer *Southella*, fell into the water between the ship and wall at 2.30 a.m. after arriving by coach with his shipmate from Hull.

Fellow crewmen immediately managed to haul him out of the water. He was taken to hospital for a check-up, but was allowed to join his ship the next morning when she sailed.

FISHING NEWS



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Says fishermen and trawler operator Bill Mason of Telnmouth, Devon. "We spend an average of 100 running hours per week at sea. Fishing is our livelihood and we need reliability for our 60' boat. The 12V71 Detroit Diesel engine is compact, powerful and extremely reliable. We have to handle some pretty rough weather sometimes and it's reassuring to know that we can depend on our engine and not worry about breakdowns. We chose the Detroit 12V71 because we've had experience with this engine

before and we know that it's dependable and tough. What's more, its reasonably priced and the service facilities are excellent". Professionals like Bill Mason know a good engine when they see one and the choice of a Detroit Diesel for his boat will bring him not only great power and economy but also the backing of the world-wide Detroit spares and service organisation. We have a brochure giving details of the Detroit 12V71 — may we send you one?



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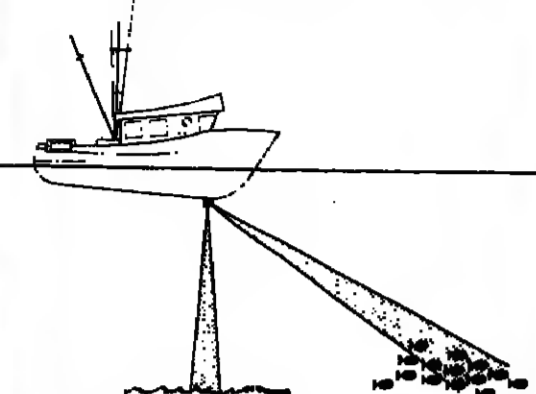
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Bladders give fish away...

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"We also know that meckelers do not have swim bladders but, nevertheless, can be detected with some fish finders. "We are uncertain though whether pilcherds, grey mullet, sea trout and several other species have bladders and would be grateful for a detailed list of commercial species having them and those which do not. Also, for any additional information about swim bladders."

Commercially valuable species having swim bladders include cod, coalfish, pollock, whiting, haddock, hake, ling, herring, pilcherds, salmon, sea trout, gurnard, grey mullet, garfish and horse meckeler (scud). Turbot have them only when young.

Dogfish, halibut, soles, plaice and dab, in addition to skates, rays and meckeler, do not have bladders.

Because a particular species does not have a swim bladder, it does not mean that it cannot be detected with a fish finder of suitable frequency. But the flesh of a fish is a comparatively poor reflector of transmitted signals compared to a bladder which contains air. Although the letter may be only about one twentieth the size of a fish, it is said by experts to account for at least half of the strength of an echo from a fish.

Swim bladders are significant to commercial fishermen not only for this reason, but because they have an intrinsic value as well. Those from certain species are used to produce isinglass, a form of commercial gelatin.

Isinglass is used principally for clarifying wines, beers, ciders and other liquids, and it is the only kind of gelatin which can be used for the purpose.

Indian ink is made by mixing with liquorice, lamp black and water, and is a cement for repairing glass and

John Burgess' Log



pottery is made by dissolving it in acetic acid.

The most valuable gelatin—Russian isinglass—is made from sturgeon's swim bladders. Another Brazilian isinglass—is made from the bladders of large catfish.

Boat sales safeguard

"I WANT to buy a standard 36ft. GRP hull and have it completed and fitted out by a local boat builder."

"I must make the following progress payments: 15 per cent deposit, 30 per cent engine arrival, 20 per cent completion of deck and superstructure and 20 per cent on acceptance after sea trials."

"What safeguards can I take to protect progress payments if the moulder or builder is forced into receivership?"

"I suggest you ask the Secretary, Ship and Boat Builders National Federation, Boat Building House, Vele Road, Otford, Surrey (tel. Waybridge 546111).

The federation issues a standard form of building contract—on which yours is probably based.

It may operate an indemnity scheme for the protection of all signatories to such contracts.

Aids for a 40-footer

"I HAVE recently bought a boat a little under 40ft. (12 matras) long for travelling up to 20 miles off the coast here."

"The only aids to navigation, apart from a clock and barometer, left in the wheelhouse by the previous owner were a Sestrel Major compass and a Ferrograph G600 echo sounder."

"I intended to add a radio receiver with direction finding facilities and a radar, and I should like to know what instruments suitable for installation in a boat of this size are currently available."

"A receiver to suit you as well as any, I think, is Mercon Marine's 'Seaguide' direction finding and broadcast receiver used with either a fixed or rotating loop, or with a fixed loop and goniometer."

Made by Eddystone for Mercon Marine, it is fully transistorised and, therefore, remarkably compact. It can be powered from a self-contained battery pack, e.c. mains unit, 12 or 24 volt d.c. supply, and has many other good points.

It covers frequencies 150-

kHz—350 kHz and 550 kHz—220 MHz in five ranges. It has a large hand spiral scale and also a vertical/rotary scale to enable transmitting stations to be located quickly.

Range 150 to 350 kHz is used for direction finding in the beacon band 245 to 315 kHz and range 1.5 MHz to 3.5 MHz can be used for directional hunting purposes if required.

Current drain is very small and the instrument is designed to maintain a constant performance despite falling battery voltage.

Installation of a Seaguide is not likely to involve much expense. The receiver is approximately 13in. long by 8in. wide by 7in. deep, weighs only 1.1lb. complete with dry batteries and can be mounted on a small shelf in the wheelhouse.

A rotating loop or a Bellini-Tosi fixed loop can be fitted on top of the wheelhouse on the boat's fore and aft line, so that the handle of the former or the gain used in conjunction with the latter is handy to the receiver and the boat's compass.

Other reputable broadcast receivers with direction finding facilities, suitable for installation in a boat the size of yours, include the 'Snailor' R 108 which can be used for broadcast, telephony, telegraphy and direction finding on all bands; the Duncan push button SSI/MF receiver for monitoring any of eight programmed channels in the range 1.6—4.2 MHz; and the Telrad Sequel DSB receiver for use with a DP ferrite aerial and operated off either a 12 volt power supply or internal dry cells.

All these receivers, together with necessary hangers and manuals, are obtainable from Groothuis Marine Ltd., Knollen House, The Quay, Poole, Dorset.

If you are prepared to go to the expense, you would probably find a Decca 060 radar most suitable. It can be run off a 12, 24 or 32 volt power supply and can pick up echoes from targets at up to 24 miles range.

It consists of two units—the display and a scanner—both of which are unusually compact. The former is 12in. high, 10in. wide, 14in. deep and weighs 18lb, while the latter is 18in. high, 34in. diameter and weighs 57lb. It costs especially more

than the Decca Super 80 but it would probably serve your purpose better for several reasons. Despite the fact that its units are some size and weight of Super 80, they are of greatly superior nature. With the same power (1.3kW) and the same scanner (2.5ft), there are range scales to 24 miles, pulse lengths to 12 miles, discrimination at all ranges and stronger echoes at all ranges.

The display has a magnifier to give an equivalent of an 8in. plan and both anti-rain and sea clutter controls are provided.

A super 80 for about 100 per cent less would doubt serve you well, however. At about 40 per cent less than 800, two small radars are available which you may deem worth considering. One is the Seacraft X10 (maximum range 10 miles) and the other is the X10 (maximum range 10 miles).

Full details of Decca radars are obtainable from Decca Radar Ltd., Decca House, Albert Embankment, London SE1.

Brush-on protector

IF YOU HAVE a boat, a propeller or metal fixtures or fittings which are becoming worn by wear you will be interested in this product. Moleculer Ceramic Seal.

It is designed to give a surface complete protection against corrosion and wear. Among claims for the product are that it gives complete protection against both forms of attack, and if used to repair those already damaged, makes them immune to further attack.

The characteristics enable it to be used on vertical and overhead surfaces where application by brush or spray would be difficult. It covers even the most difficult to reach areas, even to damp surfaces, and it is applied in a few minutes to parts such as condenser and plates, propellers and pumps.

Another factor claimed is that Moleculer Ceramic Seal is a valuable and economical maintenance aid in the ability to resist extreme temperatures. It will resist below freezing point and will still resist extremely high temperatures.

"Being an electrical insulator it can, according to the manufacturer, be used with safety where high voltages are involved, as in the case of condenser coils."

The product has been developed by Moleculer Metal Ltd., Clarendon Road, Harrogate, North Yorkshire.

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Government warned

POs WANT BACKING ON QUOTAS

THE GOVERNMENT has been given a deadline to either extend the responsibility of producer organisations or impose similar loading quota restrictions against non-members.

This was revealed at the weekend at the annual general meeting of the Anglo-Scottish Fish Producers' Organisation in Berwick.

Chairman George Crawford said that, unless the government give a positive and acceptable assurance by June, then it may consider discontinuing the efforts in respect of rational fishery management.

Mr. Crawford has told the Department of Agriculture and Fisheries that either the powers of the POs should be extended to cover non-members, or the government should impose the same quota restrictions. Or, in the event of violation, impose similar penalties as to those imposed by the POs on their own members.

"It is vital there is control over non-members", stressed Mr. Crawford. He revealed that the turnover of Anglo-Scottish organisation members last year topped the £15 million mark.

NAME FOR LIFEBOAT

BERWICK'S new lifeboat, which has been undergoing ber trials in the Channel, is to be named 'The Golden'. The new £250,000 boat is expected on station by about the end of June and the naming ceremony will take place in September.

The Golden is a sunken vessel which lies out to the north of Berwick. It was also the name of a yacht belonging to the late Mr. G. T. Kay, who was the first secretary of Berwick lifeboat.

Shetland oil study

A £10,000 study into the effects of oil development on the fishing industry in Shetland within any new EEC regulations is to be undertaken jointly by the Shetland Islands Council and the Social Science Research Council.

This was announced in Berwick by Sir Matthew Campbell, chairman of the

WFA Committee for Scotland, following a three-day visit to the islands.

Meetings will be held in Aberdeen soon to draw up guidelines for the study which is expected to take up to two years.

Sir Matthew said the whole future of the industry, not just in Shetland, depended on achieving a fair and sensible EEC fishery policy.

HOSPITAL FUND

A DEVON hospital is to benefit from the efforts of local fishermen.

The fishermen's and Watermen's Association has decided to raise a target of £700 for two instruments urgently needed by the eye department of their local hospital.

The study, he added, was like building the structure of a house: before the foundations—the EEC policy—on which everything rested.

His general impression of the Shetland fishing industry was that, while the processing side is experiencing labour problems and a supply shortage, the catching side has not been greatly affected by oil developments.

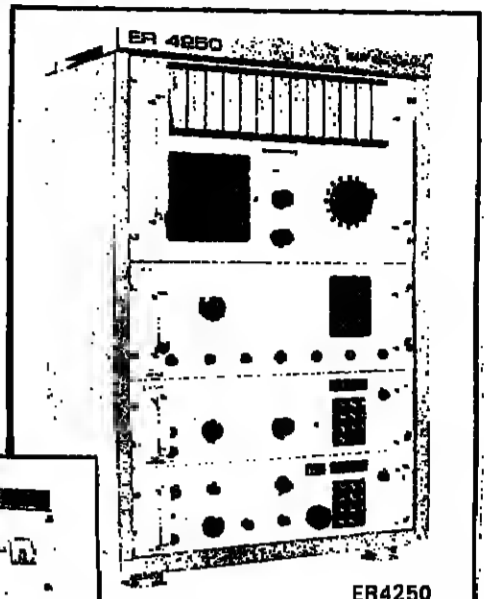
He promised backing for local plans to improve Sealoway harbours, but he pointed out that one of the WFA's present difficulties was the lack of a provision of loans to fishermen for new boats.

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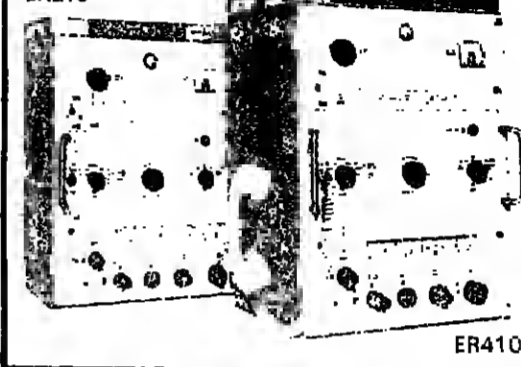
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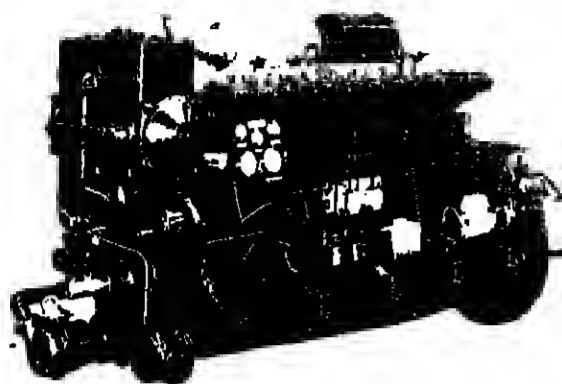
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JAMES HAY STRACHAN

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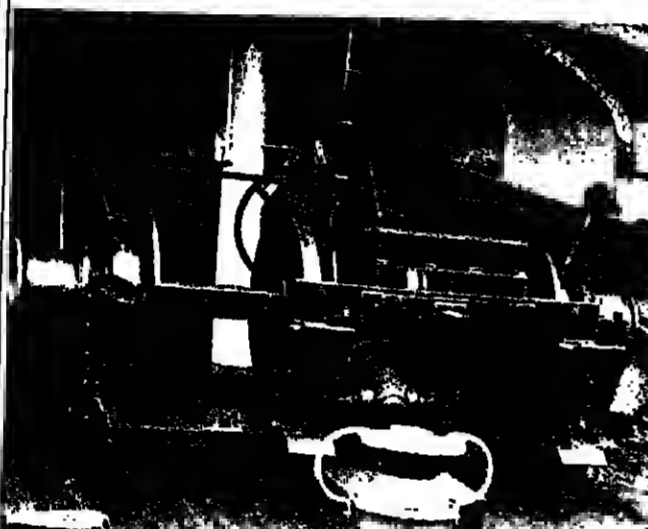


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EQUIPMENT



Top: *Devotion* gets the power on during trials off Fraserburgh. The wooden 74-footer — owned by a Peterhead partnership — was built by the James Noble yard.

Above: the boat's Northern Tool and Gear trawl winch and Clerk and Co. trawl bollerds are sheltered by the whaleback.

Below: *Devotion's* new sonar equipment from Furuno. The FH103 sonar is seen bottom right. The E87 Sonar Vision is on the immediate left of the FH103.

DEVOTION

— first with new Japanese sonar

A WOODEN-hulled trawler which joined the Peterhead fleet is the first U.K. boat fitted with new sonar equipment from Furuno of Japan.

She is the 74 ft. transom-sterned *Devotion* built by James Noble (Fraserburgh) Ltd. for a partnership headed by brothers Alexander John and James Hay Strachan of Peterhead.

She is fitted out purely for bottom and mid-water trawling, either on her own or with a partner vessel, and will be joining in the North Sea shrimp fishery.

The owners are delighted with the vessel, which the builders designed, and Alex

Strachan has made a good job. The sonar equipment, is the model FH103, a graphical unit giving a range of 0-200 m. up to 0-1000 m. It has a beam width of 40 kHz and a narrow for long range contact.

Scanning is done by side to centre and the beam is steered down. Also fitted is a Sonar Vision to

operate in conjunction with the FH-103 and it displays across on a 7 in. CRT screen. It has seven scale ranges, from 0-25 up to 0-800 m., and has a beam width of 13 degrees vertical.

Devotion has an overall length of 74 ft. and beam of 21 ft. 8 in. Her tonnage under Part IV Registry is 40.88 and she is built to the latest requirements of the Department of Trade and the White Fish Authority.

Propulsion is provided by a Kelvin TBSC8 diesel engine developing 500 shp at 1,350 rpm to drive the fixed-pitch propeller through a Reintjes gearbox of 4:1 reduction ratio.

The hydraulic powerpack for the deck machinery is driven from the fore-end of the Kelvin engine, through a flexible coupling and a Northern Tool and Gear "Mastra" step-up gearbox.

A Transmotor 22 kW 110 V generator and a Gilbert Gilks and Gordon bilge and general service pump are belt-driven from the fore end of the engine; and two Transmotor 125 amp 24 V generators are driven by belts from a shaft at the fore end of the hydraulic powerpack.

Wilmor Engineering of Aberdeen supplied the Lister HRW3 fresh water cooled, electric starting, auxiliary set. It develops 37.5 hp at 1,800 rpm to drive a Transmotor 12.5 kW 110 V generator, Transmotor 125 amp 24 V generator, a GGG bilge and general service pump and a hydraulic net retrieve pump for the deck machinery.

Woods electrically-driven fans are fitted in the engine room.

A total of 3,000 gallons of fuel oil are carried in tanks forward and in the engine room.

Lube oil and hydraulic oil

tanks — each of 100-gallons capacity — are built integral with the port fuel tank in the engine room. Some 800 gallons of fresh water are carried in a tank at the transom.

A Northern Tool and Gear "Mastra" trawl winch is fitted athwartships, forward, on *Devotion's* deck, while a Loeiss Hydraulic Co. 24 in. power block is hung on a single-reach derrick at the fore end of the whaleback.

Fishing Hydraulics of Elton supplied a small Hydema winchless located right forward under the whaleback.

Hydraulic power for the trawl winch is provided by the Dwyer variable delivery pump at the fore end of the main engine, with a separate pump unit on the after side of the Mastra step-up gearbox which can drive the power block, or go which and winches.

Trawl gillows are fitted on *Devotion's* starboard bow and go both quarters; the hanging blocks and deck sheaves and bollards are by Clark and Co.

Whaleback, dackhouse, masts and derricks are of steel, and fittings carried on the superstructure include Ansell Jones gilson blocks, Chalmit floodlights and a Francis searchlight.

A wide range of electronic equipment is mounted in *Devotion's* wheelhouse in addition to the new sonar. Radfon has also supplied other Furuno units, including FUV11 Universal Graph 28 and 200 kHz echo sounder, E850 50 kHz echo sounder, and two RT144Bvht eqs.

Woods of Aberdeen supplied the "Sailor" radio telephones which comprise T126 R105 400W SSB unit and two RT144Bvht eqs.

Deck equipment includes Mk. 21 Navigator, 350T Track Plotter, 450 Automatic Pilot with Arkes compass, and Simrad watchkeeping receiver.

Other wheelhouse fittings include a Bostrom Viking Halmelande east, Flamm horn, Wymstrum window wiper, Tanford 100 BSO

Turn to page 10

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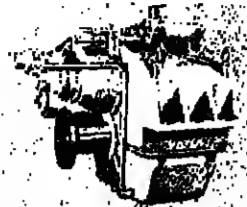
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Devotion is powered by a Kelvin 800 shp diesel and will work from Peterhead.

Irish 'wrecker'

IRISH SKIPPER, Kevin Downes of Dun-cannon, has started wreck fishing with a GRP-hulled 37-footer fitted out in Ireland.

The salmon drifter, wreck boat and trawler is based on the Cygnus Mariner GM37 hull moulded in Cornwall and supplied to the O'Driscoll boatyard at Passage West, Co. Cork.

Joe O'Driscoll, a well-known boatbuilder in wood, saw the potential for GRP boats in Ireland and took on the agency late in 1976. He started with an order for around a dozen hulls and now orders up to around four at a time.

Skipper Downes' boat is named Delta Dawn and she has a forward wheelhouse and stern gentry aft. She is equipped with a Hydema power block and Spencer-Carter one-ton trawl winch.

Searchlights

The deck is well lit — especially for night-time drifting — with four double fluorescent lights on the wheelhouse and six floodlights. There are also two Francis 15 in. searchlights — one either side of the wheelhouse.

Iroko is used for the woodwork and the GRP hull is sheathed port and starboard, also for end aft. Delta Dawn's cabin is completed to a high standard and includes four bunks (she carries a four-man crew), wardrobes and drawers — end even a 14 in. Japanese television.

The galley is to the after part of the wheelhouse and fittings include a Fievel B700B cooker with two rings, grill and oven, Electrolux fridge, plus draining board and sink. Again, fitting out is to a high standard and there is cupboard space built in.

Wheelhouse electronics include Decca Navigator Mk. 21, Decca 080 radar, Simrad EY sounder and 'Sailor' VHF.

The searchlights are operated from inside the



Delta Dawn — a GRP-hulled 37-footer fitted out in Ireland.

wheelhouse and the skipper has a Bostrom chair. Wynnstruments window wipers are fitted and the windows were specially imported.

Skipper Downes chose a Gardner six-cylinder GLXB diesel of 127 bhp, but had the unit de-rated to 90 bhp to fit in with local by-laws. For large fishroom has been pounded out and the dual-station steering gear is by Willis-Ridley.

Another firm fitting out Cygnus hulls is Ross-Mecklenz Boat Building of Holten Heath Industrial Estate near Poole, Dorset.

Scotland

After recently completing a 26-footer for Dartmouth owners, the firm has now delivered another GM26 — complete with two full-length berths.

She is a pottar named Kestrel for Scottish west coast owner, Mr. B. Walker, and is powered by a Perkins 4.236 diesel driving through a Borg-Warner 2:1 gearbox.

Other equipment aboard Kestrel includes a Spencer-Carter 1,000 lb. pot hauler mounted on a swivelling P-bracket, Simrad EY sounder,



DEVOTION

From page nine

steering gear, plus a new engine and winch control. The combined galley and messroom is located below the wheelhouse and is fitted with a Falcon gas cooker and Vaillant water heater. The shower, w.c. and wash basin are also arranged in the deck house.

Hunks for eight are fitted in the crew's cabin, below deck aft, which is heated by a Kelluke oil stove. Electric heaters are also fitted in the cabin, galley and wheelhouse.

Scuttles

The fishroom is insulated on the bulkheads and deckhead with Spindex and is fitted out with steel posts and wooden pond boards. It is served by one steel hatch and a 1000 lb. trawl winch.

A fire detection and alarm system for the engine room and cabin, and Halon fire-extinguishing gear for the engine room, have been supplied by Anglesey Fire Protection.

Other safety equipment includes GondoLastic Gas Sentry Mk. 3 gas detector, Tacti Electronics bilge level warning system, and two night-vision life rafts.

Munster Shims Vah hand pumps installed include a 3 in. unit for the stern transducer compartment.

A number of Fraserburgh sub-contractors were involved in the construction of Devotion.

Steelwork was fabricated by Mitchell's (Fraserburgh) Ltd. and engineering work was handled by the Seaforth Marine Engineering Co.

Stephen and McNab carried out the plumbing and hydraulic installation, while R. D. Downie completed the electrical work.

COBLES ON ORDER

TWO MORE cobles are on order from the Goodall yard of Saeed, near Whitby, Yorkshire.

One will be a 27-footer for Redcar owners and the other is to be a 33 ft. vessel for owners at Sealham Harbour. A Perkins engine has been chosen for the Redcar coble, while the Sealham coble will have a C-Power unit.

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Lobster survey report
—keep sending
in the tags...

THE RESULTS so far of extensive lobster tagging carried out on the English and Welsh stocks during 1978 and 1977 have just been published* by the Fisheries Laboratory at Burnham-on-Crouch, Essex.

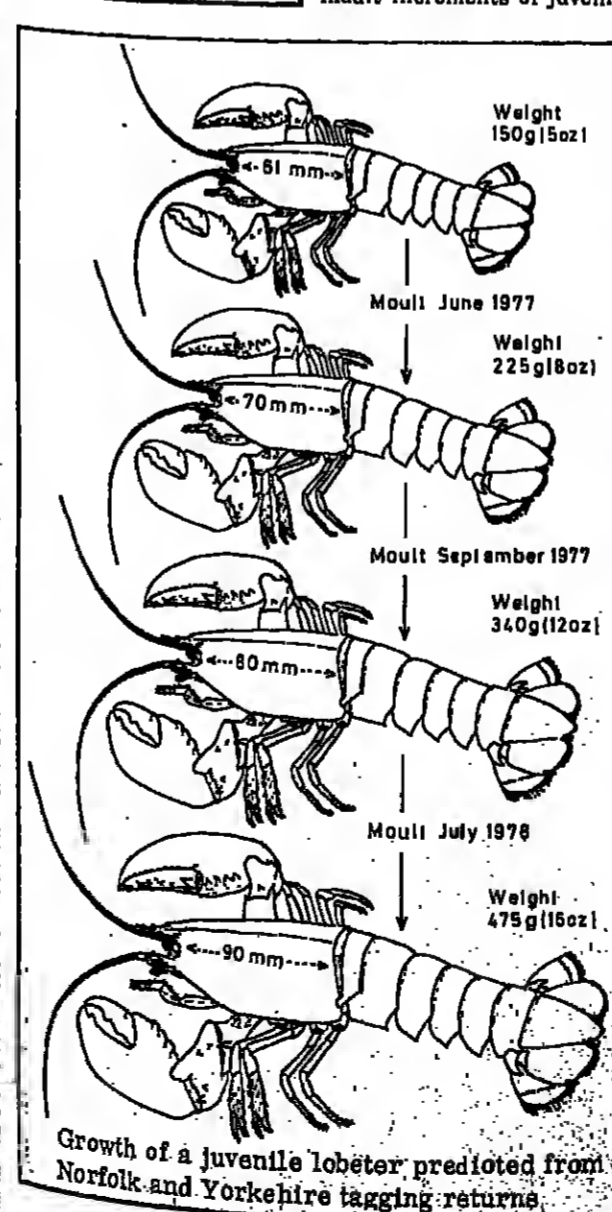
Tagging studies provide information on growth rates, migrations and the proportion of the stock caught by fishing.

To collect this information Fisheries Laboratory staff developed a tag which is retained by lobsters after moulting.

Tagged lobsters were released off the north-east coast, Norfolk and off parts of Wales. Wherever possible the lobsters tagged included a proportion of undersized ones (less than 60mm carapace length) so as to represent the size range of lobsters on the grounds.

In 1978 undersized lobsters were poorly represented at Bridlington; few commercial sized ones were tagged off Norfolk; and tagging off Northumberland was hampered by autumn gales.

So, last year, additional undersized lobsters were released at Bridlington, more



commercial-sized ones were released off Norfolk and extreme releases were made off Seahouses.

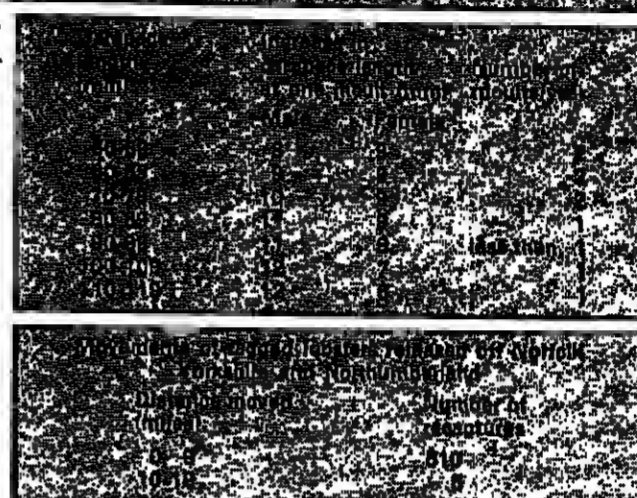
The tagging programme was extended in 1977 to include the Welsh lobster fishery and a total of 1,836 lobsters were tagged and released from four areas in Wales: New Quay, Aberystwyth, Barmouth and Pwllheli.

Of the 1,777 lobsters released in 1976, a total of 566 (33 per cent) were recaptured by the end of 1977. The highest recapture rates were off Norfolk (45 per cent) and Whitby (37 per cent) for the 18 month period.

In 1977 a total of 2,125 lobsters were released and 415 (20 per cent) were recaptured in the approximately six months up to the end of this year.

A considerable amount of information on growth has already been obtained from lobsters tagged in 1976 and by the end of 1977, some 60 per cent of them had moulted.

From these scientists were able to determine the amount lobsters grow at each moult (increment) and how often they moult (frequency). The moult increments of juveniles



lobsters were similar for both males and females. Larger males tended to have larger moult increments than similar sized females.

The moult frequency was found to vary with size. The majority of smaller lobsters, between 50 and 79mm carapace length, tended to moult twice in one year, while the larger ones (80-89mm) moulted once per year. Those greater than 90mm moulted less than once per year. The growth increments and moult frequencies were found to be similar in Norfolk and Yorkshire.

Only two per cent of the lobsters released in Norfolk, Yorkshire and Northumberland moved 10 nautical miles or more from their original positions of release. The longest movement recorded so far is of a

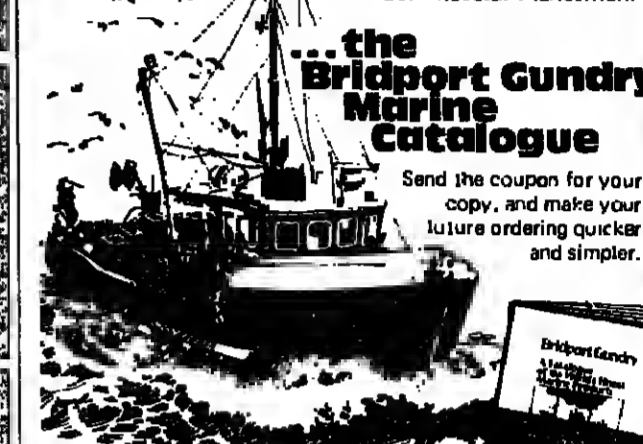
female of 97 mm carapace length. Released off Seahouses in September 1976, the lobster was recaptured in the Firth of Forth in October 1977 having moved 60 nautical miles.

Scientists do not plan to release more tagged lobsters for this experiment in 1978. To give sound advice on the management of the lobster fishery this type of information is needed — and it is important that every recaptured tagged lobster is returned, plus details of the date and position of its capture.

A reward of £1, plus the market value of the lobster, is paid for all tagged lobsters. *Fisheries Notice No. 87, written by D. E. Bennett, G. C. Brown, A. E. Howard and S. R. J. Lovell, is available free from the Fisheries Laboratory, Burnham-on-Crouch, Essex.

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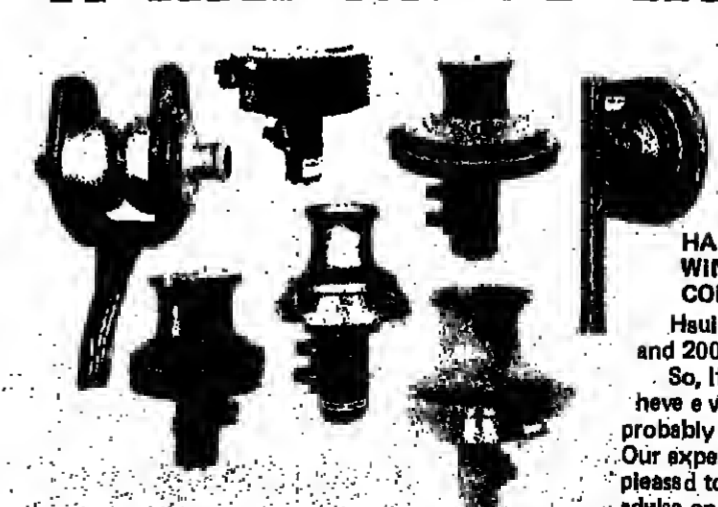
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